

gone through the disease have now no cause for fear. Such ought to be employed in attending the sick.

Such measures must necessarily involve considerable expense. But there can I think be no doubt, that, for this, a vote of indemnity would at once pass. If serious fear on this head be entertained, the course of immediately summoning an extraordinary session of parliament is open.

I have now, Mr. Editor, nearly discharged the task I have undertaken. In any circumstance I might have thought it right to undertake it, but there are some circumstances which seem imperatively to impose it on me.

I have pledged myself to give to England and America as just an account of these Islands as my poor ability may suffice to accomplish. I have little talent for what some call fine writing. I can only hope to succeed by stating the truth, in so far as I know it, and it is my full purpose to do so. Utterly unconnected with the contentions of party, I should have wished to remain a mere spectator. But, it may be my sad task to tell how perhaps one-half this nation was swept suddenly away from among living men. It may be my unwilling duty to have to censure this Government for standing listlessly, without stretching forth a hand to save—could I then answer to my own conscience, to my fellow men, to this Government itself, were I to remain silent and inactive, waiting as it were till I might safely be wise behind-hand, and then lay blame on others when not an atom of responsibility rested on myself? It is surely a more manly and proper part to speak out now.

In conclusion I would say I am far from imputing any improper or unworthy motives to the gentlemen who form the Ministry. I have the honor of knowing personally but one or two of them. But, from all I do know of them, I cannot but believe that they must feel even more than I do for the sad desolation. I war not with them, but, to use the language of the prince of philosophers with the idols they worship, "Men first themselves fashion words, and then fall prostrate before them, their passive slaves." So, having in name approximated the form and procedure of the Hawaiian Government to that of England, forgetting that it is the spirit within which gives its proper life and motion to all things—they are the slaves of the idea, that these are indeed in everything identical. It is, I am satisfied, a false imagination, that ought to give way before the great, stern and sorrowful reality. The Hawaiian, long accustomed to the rule of chiefs, has not yet learned to act for himself. He turns his eye wistfully to the Government, as filling the place of the chiefs, for aid and direction, in this day of his great calamity. Shall he do so in vain?

Your very Obedient Servant,
JOHN RAE.

We would refer the writer of the above to the report of the Royal Commissioners of Health, published in our last, for information in regard to what measures they have hitherto adopted to stay the disease alluded to. The Legislature empowered His Majesty to appoint Commissioners for this purpose. They appointed "sub-commissioners on other islands with power equal to their own." We have always understood that those on Maui were energetic and vigilant in the discharge of their duties, and if our correspondent would point out to them what he conceives to be the means necessary for securing greater protection for the people of that island from contagion, we have no doubt they would take them into immediate consideration.

His Majesty's Ministers are not the persons empowered by law and the King's appointment, to look after the details of this matter on all the islands. The Royal Commissioners are invested with that power, and, as they tell us, they early delegated all their own powers, to "sub-commissioners" on the other islands. Whether they, the medical faculty universally, the King's Ministers, or the government, have stood "listlessly, without stretching forth a hand to save," will better appear from the report alluded to, and from the general knowledge of the community derived from their own observation.

THE POLYNESIAN.

SATURDAY, SEPTEMBER 24, 1853.

Begging the Question.

When we took up the Argus of the 15th inst, and read the text of his leading article, we indulged the vain anticipation of a good sermon. But vain illusion! However good the text,—and we pronounce it orthodox,—the sermon makes no allusion to it whatever!

If our space would admit, we should copy the article entire, to prove our assertion. But as we cannot do this, we quote the text, and briefly state the point of the commentary upon it.

"As we said before, we know of no independent government in the world where the real principles of free-trade are so fully carried out as in this." By which we mean to say, that we use the term in its only proper and legitimate sense, as meaning free ships, free merchandise and free trade in all respects."

One would suppose the testimony to disprove such an assertion or belief would be, the production of veritable statistics from the customs, port regulations, license systems, taxes upon trade, &c. &c. from the laws, rules and regulations of some "independent government" not a colonial independence. There is no other proof applicable to the case, or admissible; and yet, the editor of the Argus makes no attempt to controvert our position in this way! Instead of showing us that the entire charges upon ships, direct and indirect: the duties upon all general merchandise; the licenses and taxes upon trade, all combined, amount to less in some other "independent government" than in this, he edifies his readers, or rather attempts to abuse their understandings, by a comparison of what these were here, in 1843, and in 1853!

We have never said that the principles of free-trade were fully embraced and carried out in this kingdom; but that we knew of no other independent government where they are so fully carried out, or approximated. When the editor of the Argus shows us that we are in error on this point, we will either concede the argument, or show a difference in the circumstances of the case.

If we were anxious to kill off the native population with all despatch, we should recommend, that in addition to the causes now unfortunately in operation, and having that tendency, to "repeat certain prohibitory laws," by which we understand

the editor of the Argus to mean, to allow and encourage the distillation of rum all over the islands. This, we imagine, would add the last drop to the already brimming cup, and seal the destiny of the native race, forever.

If, on the other hand, we were anxious to swamp the nation, financially, we should recommend the abolition of the custom house, declare Hawaiian ports free, and abolish all licenses. Should all these be accomplished, the Hawaiian, as an independent nation, could not exist three months. It could not raise a revenue at all adequate to its wants, and its vitality would be destroyed. Not another ship would be induced thereby to visit our ports, not a dollar added to our ability to pay for our imports.

Such are our views, and we believe that in all the attempts that may be made to raise a revenue independent of these sources, obstacles will be found to exist of an insurmountable nature. But while we think thus, we are not the advocate of a stationary policy; rather let us make progress, but in the right direction. Let us foster commerce and agriculture, education and religion, good morals and truth, for these are the elements that will give us strength as a nation and virtue as a people.

The success of plantations does not require that they should make rum, nor does our ability to compete with Texas and Louisiana in the matter of sugar plantations, for neither of those States manufacture rum. They are prevented by the cheap whiskey of the north, which would be likely to come in, and have the same effect here, when the Panama ship canal, and free-trade, shall facilitate its introduction.

As we have often remarked before, we are opposed to high duties and high taxation. They both cripple a poor country like this. But for the necessary revenue of an economical government, we know of no mode so equitable and universally applicable, as to raise it, to a considerable extent, by an import duty. Every man then pays for what he consumes, and nothing more.

Loss of Ship Citizen, of New Bedford.

Of the numerous fleet of whalships that cruised in the Arctic in 1852, we believe the CITIZEN, of New Bedford, was the only one not reported as having visited some port, or known to have been lost. For the past six months, or since news from the different ports visited by whalers had been received, fears were entertained for the fate of this ship, which, unfortunately, have been confirmed by the arrival of the Wm. Tell, Capt. Taber, from the Arctic, on board of which ship are two of the crew of the Citizen. From one of these, Joseph Mears of Philadelphia, the following particulars have been obtained.

On the 25th of Sept., 1852, the Citizen had been lying in a heavy gale for four days. Having been without observations, her position was not exactly known; and during the night of that day it was found she was getting into shoal water, when the ship was immediately put about and sailed upon her. Before she could accomplish this, however, she struck upon a sand beach, about north latitude 67°, when her masts were immediately cut away. A heavy sea soon after struck the ship, and carried away her poop-deck aft, making her a perfect wreck.

Being too rough for boats to live, the crew succeeded in getting ashore on spars, &c. with the exception of four Portuguese and one American, Charles L. Heath, of Philadelphia. These were drowned in the attempt to reach the shore. The morning dawned upon a bleak and uninhabited shore, and found them in circumstances of peril, which required strong nerves to encounter. During the day a small quantity of provisions were washed ashore, which were carefully rolled up on the beach. The next endeavor of the shipwrecked men was to find inhabitants, and a shelter from the bleak winds and intense cold, which would soon have cut them off, without protection.

After a little exploration, two natives were discovered, who were friendly, and these they accompanied to the nearest village, which was about 15 miles distant. Here they were received with the kindest attentions, and every thing done for their comfort which the circumstances of the natives allowed. Sledges were despatched for the provisions saved, which were safely housed. The crew were provided for in the native huts, and furnished with skins, without which, during the winter, they would have perished. The provisions saved from the wreck subsisted the crew for about six months, after which time, for two or three months, they were furnished by the natives with fish, walrus blubber, walrus flesh, &c. For more than two months entire darkness reigned, and the cold was most intense. An American and a Hawaiian were frozen to death during the winter.

The settlement consisted of 15 huts, and a population of about 50 persons, all of whom seemed to feel a responsibility for the safe-keeping of their guests, and apprehensive that if any of them should be lost, the American government would punish them for their neglect. This apprehension led them to impose some restraint upon the crew, who did not understand as well as they the danger of exposure to the cold, or the hazard they would run in attempting to reach the East Cape, which some of them had an idea of undertaking, when their provisions failed.

From February to April, different parties left for the Cape, about 225 miles distant. They traveled on the ice, and wherever they found natives, they received the same kindness and hospitality as at the first village. This journey was performed with much suffering. Failing of native huts, they were sometimes compelled to sleep upon the ice, and almost perished.

The last party reached the Cape settlement about the middle of June, and on the 2d of July, the thrilling cry of sail O! greeted their ears. This proved to be the Bremen ship Joseph Laydon, Capt. Goosman, who had heard of their wreck and was in search of them. The shipwrecked men were immediately taken on board, and every attention shown them. From this ship they were scattered among the fleet, and some of them have already arrived here, as stated above. Capt. Norton is on board the Helen Augusta, and is soon expected at this port, upon whose arrival we may be able to procure more details in regard to his disaster.

The Citizen was of 464 tons, and owned in New Bedford by I. Howland, Jr. & Co. She had between two and three thousand barrels of oil on board, with a fair prospect of filling up, had she not met with this disaster.

It is reported that after the gale in September abated, there was a season of fine weather, and whales innumerable abounded. As winter approached, immense numbers were seen heading

southward, and going through the Straits into the open sea. The Arctic appeared to be frozen over, with the exception of holes here and there, and from the observations made, it seems to be established that the whales do not winter in the Arctic, but seek a milder temperature in the open sea outside the Straits.

In view of the kindness shown these shipwrecked men by the natives, when entirely within their power, we cannot forbear the expression of the opinion that their conduct richly merits a substantial acknowledgment by the American government. A few hundred dollars, in the form of blankets, thick clothing, &c. would reward them for the past, and might secure to future shipwrecked crews attentions and aid that would sustain their lives and restore them to their country.

Winds and Currents of the Sea.

We would call the attention of our readers to an article on our first page, under the above head. It emanates from high authority on such subjects, and will attract especial attention from the captains of whale and merchant ships bound from the ports of the Pacific to the Atlantic ocean.

It is well known to most of our readers that Lieut. Maury has been for many years engaged in close observations in regard to the currents of the ocean, and the prevailing winds in different parts of the world. In this laudable and important undertaking, he has met with the hearty concurrence of a large number of captains of vessels, who keep for his especial use a series of observations during their voyages. From a careful analysis of these abstracts, he has deduced various theories, which have been tested by subsequent voyages, and found remarkably correct. One of the most singular of these was tested in the first voyage of the Sovereign, which took his wind and current chart for a guide, and actually crossed the equator in the Pacific, and arrived at San Francisco, on the very day predicted by Lieut. Maury.

It is quite true that one such fulfillment of his prediction does not fully establish his theory; but it does give it credibility, and inspires the hope that there is truth at its foundation.

As Capt. Mc Kay had great confidence in Lieut. Maury's directions, we have no doubt he followed them in his voyage from this port to New York, which is the subject of the official report alluded to. The favorable result is not only gratifying, but will furnish a useful hint to ships bound from this port around the Horn, and it is for this reason mainly, that we republish it for their perusal.

By carefully examining the details of this report, it will be observed that, instead of putting his ship sharp upon the wind, on leaving this port, he kept away free, making a course west of south through the N. E. and S. E. trades. In south latitude 45° he got clear of the trades, and in 48° S. took the west winds he had been looking for. And during the next 22 days the good ship made 5,391 nautical miles,—about equal to crossing the Atlantic twice between Liverpool and New York! Her least day's work during this period was 150 knots, and her greatest, 362 knots, or 419 miles.—Her greatest rate of speed was 18 knots, or 21 statute miles, the hour! During the voyage of 1,897 consecutive hours, she sailed 17,537 statute miles,—a daily average of 225.7 statute miles, and a fraction over nine miles an hour.

On the voyage from New York to Liverpool, the "Sovereign" maintained her character for speed, having made the passage in 13 days and 18 hours.

She had light weather across the Atlantic. With as much wind as she could use, she could make the run in ten days.

Lieut. Maury sailed for Liverpool on the 22d of July, to meet at Brussels, in August, a Meteorological conference of the naval powers of Europe, to fix upon some uniform plan of observations, &c. in connection with Maury's wind and current charts.

Important Request.

The following Circular has just been issued by B. F. Angel, Esq., American Consul at this port. The recommendations are important, and will no doubt meet the hearty concurrence of Captains of whale ships, as they will be the means of saving life, and preventing the spread of disease among the seamen who may touch here during the season.

CIRCULAR.

United States Consulate,
Honolulu, Sept. 21, 1853.

SIR:—The undersigned, American Consul at this port, with the concurrence of the Commissioners of Health, would respectfully urge the masters of American vessels coming into the harbor of Honolulu the strict observance of the following regulations.

1st. On the arrival of your ship you are requested to have each of your crew as have not had the Small Pox or Varioloid, vaccinated for nine days.

2d. You are desired to retain your men who are not protected against contagion, on board your vessel for at least eight days after your arrival.

At your request, any resident physician you may name, will visit your vessel and vaccinate each of your crew as may be necessary, at the rate of half a dollar for each person, where the number amounts to ten. After the fifth day the same physician will again visit your ship and re-vaccinate those whose pustules have not begun to form. After the eighth day or when the physicians shall pronounce them protected from contagion, your men may safely come ashore; and it is believed that your observance of these regulations will entirely protect your crews from the Small Pox.

I am happy to be able to inform you that there is little of the disease remaining in Honolulu, no case among the white population. No case exists among the shipping. The disease has thus far been almost exclusively confined to the natives, and efficient measures have recently been adopted to prevent its further ravages.

I am permitted to name and recommend the following physicians, either of whom will visit your vessel if you desire it upon the terms above indicated, viz: Doctors Hardy, Newcomb, Ford, Lethrop, Hoffmann, Hillebrand, Smyth and Schell.

With much respect,
I have the honor to be, &c.,
B. F. ANGEL,
U. S. Consul.

Steam Flouing Mill.

A company has been formed in San Francisco with a capital of \$110,000, and the foundation of a large mill laid, capable of manufacturing 250 barrels per day to be increased to 500 in the spring. J. Friedlander, Esq. is President of the Society, and Messrs. E. D. Heatley and B. Cheaney, Directors.

The number of passengers arrived at the port of New York during the month of July was 25,108. Total from Jan. 1st, to July 31st, 163,010.—Of the passengers in July, 14,553 were from Great Britain; 6,851 from Germany; 1,874 from France; the balance were from different countries.

Mechanics' Benefit Union.

The mechanics of Honolulu, and others, met at the Court House on the evening of Sept. 6th, pursuant to notice. Wm. H. Johnson was called to the chair, and J. Mott Smith chosen Secretary. The meeting was addressed by several persons, setting forth the benefits which would result from the formation of a Mechanics' Union. After choosing a committee of eight to draft a constitution, the meeting adjourned.

The adjourned meeting was held at the Court House, Sept. 16th. The committee reported a constitution, which was accepted and after being debated, article by article, was adopted. This meeting was then adjourned, to meet again Sept. 20th, for organizing under the constitution.

Tuesday evening, Sept. 20th, the meeting was called to order by the former chairman, and the constitution produced for signature. Nineteen persons having signed the Union proceeded to select officers. President, W. H. JOHNSON; Secretary, J. MOTT SMITH; Treasurer, R. W. HOLT.

Ex. Committee, C. H. LEWERS, C. B. WAITE, J. C. WING, J. C. WING, J. C. WING.

A committee of three was elected to draw up a code of by-laws. The meeting was adjourned to Friday evening, Sept. 30th, for the purpose of receiving new members to the Union.

J. MOTT SMITH, Sec.

Ships, Shipping, &c.

Sept. 18th, arrived, coasting schooner MANOAWA, from Hilo the 12th. Sch. SALLY, from Lahaina. WILHELMINE, from Kauai, with cargo of firewood.

—19th, Chilean brig PAQUETE DE LA SERENA, 54 days from Valparaiso, with assorted cargo to R. C. Janion. In addition to cargo, she has also brought for Mr. Janion, a variety of seeds and plants, geese, patridges, &c.

—The schooner EMELINE, having completed her repairs, sailed on the 19th inst. for Hawaii, to load with hogs, oranges, &c., for San Francisco. On completing her cargo, she will sail direct from that island, and not return to this port.

—The schooner CHANCE arrived on the 21st, from East Maui, with a full cargo of sugar and molasses, from Dr. Wood's plantation. The WILHELMINE sailed same day for Kauai, to return with firewood.

—The Steamers ORGON and BROTHER JONATHAN sailed from San Francisco on the 1st inst., the former for Panama, and the latter for San Juan. They both took mails, and an aggregate of 1,200 passengers. They also took treasure to the amount of \$2,416,798.

—During the six months ending June 30th, 9,047 flasks of quicksilver of 100 lbs. each, and valued at \$633,290 were shipped from San Francisco, the product of California mines.

—The bark SOROKHANA, having completed her repairs, will be despatched for San Francisco soon, as we understand.

—The schooner KULAMANT, arrived on Thursday morning from Kawaihine, with a cargo of koea lumber, limestone and potatoes. The latter are superior and are the finest we have ever seen brought to Honolulu. We understand these potatoes were raised in Kohala by natives, and brought down on mules to Kawaihine, some 15 miles.

Merchant Vessels to Arrive.

We give below a list of the merchant vessels now on the way to this port, with the date of sailing, and the number of days out. Longer passages should be allowed to vessels arriving at this season than in the spring, owing to the wintry weather generally experienced off Cape Horn from May to September.

Feb. 2. Brit. bark Mary Catherine, from London, via New Zealand & Tahiti 233 days out.

May 1. Am. ship Montauk, from N. Y., 145 " "

" 1. " bark Harmony, " N. L., 145 " "

" 20. " sch. Judge Shaw, " Boston, 125 " "

" 28. " " Nestorin, " N. Y., 117 " "

June 15. " " Constance, " Boston, 100 " "

" 16. " " Core, " N. L., 99 " "

" 20. " " Chilo, " Boston, 95 " "

July 7. " bark Kremlia, " Boston, 78 " "

" 20. " sch. Restless, " N. L., 65 " "

Also—may be added the brig "Zoe," with a cargo of merchandise from San Francisco, due here about Oct. 6.

For the Polynesian.

Anti-Cant Corrected.

MR. EDITOR:—Although the discussion in the papers about vaccination has become a complete bore, truth craves permission to correct a statement by Anti-Cant in the Argus of this week, in reference to our worthy Marshal, Mr. Parke. It is as follows:

"The number of cases of small pox reported in the same paper containing this testimony is 288; of which Mr. Parke says but 477 were vaccinated; but in another portion of this testimony, he states that 1-8 of all taken sick had been vaccinated."

Now, Mr. Editor, by reference to report of Mr. Parke's remarks in your paper of July 30th, made at the meeting in the stone church, it will be seen, that he made no such statement as the above. What that gentleman is reported to have said on the occasion, and we see no reason to doubt its correctness, was as follows: "He (Mr. Parke) was asked if he had been much among persons in town sick of small pox. He said he had. He was asked if those taken with the disease had generally been vaccinated, and by whom vaccinated, (meaning persons in town). He said, he found about 7-8 had been vaccinated."

He then presented a paper giving the names of persons (visited by him in town), taken with the disease, who had been vaccinated, and the names of the persons by whom vaccinated, and the number cured. We give only a summary.

"Whole number vaccinated, taken, 477; of these were cured 209. Of the 147 vaccinated persons taken sick, 341 were vaccinated by different physicians in town; of this number 140 had been cured. The remaining 166 were vaccinated by different individuals; of these, 166 were cured. There is some difference, too, between the statement 'that 1-8 of all taken had been vaccinated,' and what Mr. P. did actually state, 'That he found about 7-8 had been vaccinated,' that is, of the sick visited by him. See Polynesian of July 30th.

Did Anti-Cant really intend to do the fair thing when he penned the above statement? Did he not observe that the 288 cases of small pox reported in the Polynesian of July 20th were from the whole Islands, and that Mr. Parke, in his statement in the stone church, had no reference to any, except the sick who had come under his own observation in town? About these only he was questioned; he gave the results of his observation openly and fairly from the paper of statistics he held in his hand, in the presence of a large assembly, and of five physicians, whose statements on the spot corroborated his most fully, that the failure in the vaccination was not owing to the person who performed the operation.

Having been present on the occasion, it appeared to me that a very clear case was made out, much to the credit of the parties interrogated, and to the support of

TRUTH.

Union of Church and State.

MR. EDITOR:—"Union of Church and State." What is it? Can you explain, and relieve a seeker after truth?

Does it mean a church incorporated by law with the state, and supported by state endowments? Or does it mean, the personal participation and influence of church officers and members, or in other words, of truly religious men, in the affairs of the State? These are the only two senses, I believe, in which the phrase is ever used. In the former sense, this union exists in most European States. In the latter sense, it exists in the United States and the Sandwich Islands, and to some extent, in every other Christian nation.

This union, in the former sense, is greatly disliked by most protestants, especially in the United States and the Sandwich Islands, and by none more than by the truly pious of all denominations. In the latter sense, it is disliked by infidels and the openly vicious and unprincipled world over. I should like, therefore, to know in which of these senses it is used in the resolutions published in your last paper, that I may know whether to unite with the resolution in its abhorrence. The writer has been accustomed to regard true Christianity as the best safe-guard of civil and religious liberty. In other words, that true religion holds in the rulers and the people of a nation the surest pledge of temporal peace and prosperity. Or, in the words of the wise man, that "righteousness exalteth a nation."

One word more. It is perhaps known, that no organized Protestant Mission now exists at the Sandwich Islands. Those who ever composed such a body, have now become independent pastors, teachers, physicians, merchants, printers, &c. Few, I suppose, in this community, object to this large and respectable class of persons taking a share in the political affairs of the Government under which they live, and under which their children were born, unless it be the liberal-minded gentlemen who passed the resolutions referred to above.

AN INQUIRER.

REMARKS.—As there is not now, nor ever has been, a "union of Church and State," in this Kingdom in the sense first mentioned by our correspondent, the inference seems unavoidable, that it is the influence of religious men, in their individual capacity, that is meant by the term as used in the resolution referred to. And it would further appear, that to deprive men of "certain inalienable rights" as specified in the "Constitution" of this Kingdom, because they chance to be religious men would be the proscription of a class, for opinion's sake, neither warranted by that instrument, nor by any policy considered enlightened at the present day.

It is also further to be remarked, that if there be a clearly defined duty for religious men to perform, in a representative government, it is that of exercising their legal rights, in the choice of representatives, who are to make the laws under which they and their families are to live, and in all other respects secured them by constitution and law. If this is a "union of church and state," there is no country in the world where these are more closely united than in the United States; but if it is not, there is no country where the use of the term is a greater misnomer, than in this kingdom.

For the Polynesian.
"And when he saw his eye was out,
With all his might and main,
He jumped into a bramble bush,
And scratched it in again."—Shakespeare.

We are sorry that "Anti Cant," in the last Argus was not equally successful, since he thought fit to make the attempt. Perhaps it was because he jumped into a different bush, thinking the thorns of the first not adapted to his cure. However, small pox in the newspapers is a decided bore, and the ears of the public have been filled with it, till we understand one of the physicians anticipates lesion of the "posterior auditory arteries," and a general bleeding to death in consequence. We have not, like "Anti Cant," taken any "text to descant upon," "ab ovo usque ad mala," and confess to be being puzzled by his blind allusions to things we know nothing about.

We therefore congratulate him on remaining that "Felicissimus homo cui exit oculis," (as Triamagus bath it), and so far as he is concerned, lay aside the attitude of an

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